

is everywhere recognized as the right of one nation to put to death the subjects of another nation which they are at peace if they are taken in open warfare within their borders, they could and would so punish their own subjects if caught making war on the peaceful citizens, and so a matter of defense they must have the right to do the same to foreign lawless invaders. The policy of the course is for them to decide upon.

Now if such be the character of the act for those who engage in it, what is the duty of the press? It is plain that it should oppose and expose it. The matter of duty is clear, and it is notorious that a large body of men are about embarking in an unjust and unlawful expedition the press ought to oppose promptly to discourage it, nor should it be less forward because the wrong doers are our own countrymen. That should be a reason for opposing it, for the unworthy acts of individuals reflect on the nation to which they belong.

But we see little disposition to check the filibusters in the press of San Francisco: in fact, the reverse seems generally to be the case. Every movement is chronicled and heralded forth as though it was all right and worthy of support. Why is this? There can be no question of the naked right of the matter, and yet the press of the city generally takes to denounce it. If they think that it is a short-sighted policy that is governed by such considerations.

Support the right though the heavens fall, is the wiser policy in the end, and this tacit acquiescence in the wrong is not only unwise—it is criminal. When the poor unfortunate fellows who have been led by their promises and false representations to embark in this disastrous expedition shall come straggling back they will then ask, why did not the press speak out and expose the folly and rashness of the scheme?—Then we apprehend that portion of the press which did speak out at the period when it was not so popular to speak against filibustering will be accredited for its frankness and sincerity.

But leave out this question of popularity—it is unworthy of a thought—is not the press of California sufficiently elevated in tone to speak in defence of the right and truth regardless of the immediate unpopularity which may attach to it? Let us know how the press stands. If they think that it is a short-sighted policy that is governed by such considerations, let us hear their reasons; but if not, let them say so.—*Alta California.*

## THE POLYNESIAN.

SATURDAY, JANUARY 7, 1854.

### The Steamer Akamai.

This fine little steamer has again had her capabilities tested, as a sea-boat, and comes out of the trial with an increase of confidence in her abilities. She sailed from Hanalei on Saturday last, bound for Honolulu, with considerable freight and a number of passengers. As she opened out into the channel, she experienced heavy weather from the South, which increased as she proceeded, until it became a gale of great severity. Still she held on her way, doing admirably, and making headway, until she had got half way across to Oahu, when her rudder chains parted. The tiller was immediately shipped, but the strain was so great that the rudder head soon split, which, for the time being, rendered it useless. It was soon, however, repaired. In the mean time a brave fellow had gone overboard to mend the chain, which he succeeded in doing, although it was as dark as midnight and a cloudy sky could make it. At the risk of his life he performed the important task, which had no sooner been accomplished than the tiller broke, and the situation of the boat became precarious.

At this juncture it was deemed prudent to put back for Hanalei to repair damages, and the dangerous operation of wearing ship in a heavy sea was safely performed without shipping a sea, or sustaining any damage. Her return to Hanalei was accomplished in a few hours, where the damage was repaired, wood taken in, and she again sailed on Sunday evening for this port, where she arrived on Monday, at 1 o'clock P. M. The wind had hauled to the westward on Sunday evening, which facilitated her return to port.

We hope the proprietors of the Akamai will not be discouraged by this rough commencement of their new enterprise. This is our winter weather, and although for three or four months in the year we are subject to southerly gales, and may have three or four during that period, it must not be forgotten that during the other eight months the weather is usually very fine, and the trade winds uniform, when sailing in this archipelago is not only safe, but delightful.

The Akamai brought her freight and passengers safely to Honolulu, and at the same time proved herself staunch and strong, and worthy the confidence reposed in her by those who know her best. We should exceedingly regret recommending to the travelling community a boat that was really unseaworthy; but having been assured and reassured of her safety, by one who has been in her ever since she left California, and whose opinion is worth consideration, we feel safe in saying, on such ground, that the Akamai is a safe boat, and her performances thus far, certainly justify this assertion. Passengers on board also concur in the strongest expressions of confidence in her seaworthiness.

The election of members to the next year's Legislature, takes place on the first Monday in January. The Judges have already nominated their candidates for the city of Honolulu. The meeting to nominate was held in a church, and the Dr. himself was present. There will no doubt be a very strong exertion made by the ex-Minister and his friends, the missionaries, to elect their men, and if they resort to the means which have heretofore been used by them, viz: electioneering from the pulpit, they stand some chance of success. It is said by some, that Judah had thoughts of running himself but probably came to the conclusion that his popularity was at too low an ebb.

The above is a paragraph from a letter published in the *Alta California* of Dec. 16th, over the signature of "Hawaii." To the assertion that the missionaries have resorted to electioneering from the pulpit, we object, as an injurious allegation, entirely destitute of truth. That is our belief. We know not who the writer of that letter is, but think it quite probable we have heard missionaries preach ten times, where he has once. Of this, however, we are quite certain; for more than 18 years we have been conversant with the preaching of missionaries; have heard almost every one who has been on the islands during that period, and never in a single instance, have we heard an electioneering discourse, or any thing of the sort, from a single pulpit.

We deem this assertion due to truth, and we call upon "Hawaii" to designate the man, the time the occasion, when "missionaries" (American, we mean), have resorted to "electioneering from the pulpit," to favor this candidate or that.

If we are mistaken in our belief on this subject we shall stand corrected by an exposition of the fact. If we are not, our readers will perceive that the injurious assertion should be corrected. We have long since learned that Honolulu rumor does not establish the thing asserted as a fact.

The protestant churches at the Sandwich Islands

belong to the people. They were built by their own labor and contributions; and for public purposes they think they have a right to use them, so long as they are not prostituted to infamous purposes. As we have said before, so we say again, we should prefer to have political meetings held in some other place, but large public buildings are not abundant, and this, we presume, is the reason why the people choose to hold them in their own churches.

Since the above was written, the election has been held, and the entire ticket nominated at the meeting alluded to has been elected by over three hundred majority. We were not aware, nor do we think this community thought, the people who nominated that ticket were "Judiths," until informed of the fact by "Hawaii." If such, however, is the case, the result would seem to prove that a large majority of the voters of Honolulu belong to that party.

### Result of the Election.

At the election on Monday last, Jan'y 2nd, 1854 a larger vote was cast than ever before in this district, notwithstanding the diminution of voters by small pox. This result is accounted for by the fact that much more effort was made to get voters to the polls than ever before. Carriages, with banners and drums were sent about, to bring in those who were too indifferent to come unassisted and in this way a large number of votes were secured. Much spirit characterized the canvass, and with the exception of some wordy collisions, every thing passed off quietly and without disturbance.

The polls were opened precisely at 8 o'clock, and closed at five, as required by law; and we believe the Board of Inspectors performed their arduous duties in a manner satisfactory to all parties. The counting was not completed till half past nine in the evening, when the result was announced.

At the first election by ballot, in 1851, about 2000 votes were cast; 30 or 40 of which were by foreign voters. In 1852, but 1,200 were cast. In 1853, on account of a prevailing epidemic, (fever,) but 983 votes were polled. The following is the vote on Monday last:

For G. M. Robertson,	2,166	elected.
" C. C. Harris,	1,250	"
" J. W. E. Maikai,	1,256	"
" P. Naone,	1,256	"
" R. G. Davis,	920	"
" Wm. Sumner,	915	"
" Paul M. Manti,	915	"

For Road Supervisor, D. Lima, 2,168.

Mr. Robertson has been a member of the House every year since the new organization and election of representatives by ballot; and this is the fourth time Mr. Lima has been elected road supervisor.

In the district of Koolauloa, Haia was elected over several opposing candidates.

In Ewa and Waianae, Kinokoe Uma is elected. For Koolaukopo, W. E. Pii.

For Lahaina, Kaumai, 3 maj, and Moku, 17 maj.

For Kaunapali, D. Kaunapali. For Wailuku, J. Richardson. For Hamskua, Z. Kaunapali. For Molokai, Kamaheleke and Lokonikaia.

**Diminution of the Population.**  
The official returns of Jas. W. Marsh, Esq., to His Excellency, the Governor of Oahu, of births, deaths and marriages for the year 1853, show the following results, for the 1st District, in which Honolulu is situated:

Births,	191
Deaths,	3,759
Marriages of natives,	45
do of foreigners,	61

This district is comprised between Maunaloa on the east, and Moanalua on the west, a distance of some 14 miles, and containing a population, it is supposed, of about 10,000 souls. The deaths from small pox, included in the above, are supposed to be about 2,800—the balance from other diseases.

In this same district during the year 1852, there were Births, 337; Deaths, 906; Marriages, 418.

It is to be remarked that it was in this district that the small pox first broke out, and was more fatal, perhaps, than in any other portion of the Islands.

We await the result of the census recently taken, to lay before our readers the full statistics of the population. From the limited returns that have been collated, we infer that the population does not exceed 70,000 souls on all the islands—a diminution of 10,000 since the census in Jan. 1849.

### The First Kona.

After a long blow from the N. E., the wind hauled to the southward on Sunday morning last, and the windows of heaven were fairly opened upon us. The rain descended for most of the day in torrents, deluging the streets, raising the streams and compelling almost every body to keep within doors. Toward evening, however, the wind came out of the northwest, and Monday morning opened with fair weather and a bright sky.

We have known the first Kona, or southerly storm, to occur as early as November, in past years; and December scarcely ever passes without bringing with it one or more. January 1, 1854, however, is the date of our first winter storm from the southward, and we infer from this, a fruitful summer, with plenty of rain for successful agriculture during the year.

**The Errission on a failure.**  
A gentleman of this city has received a letter from his brother in New York, in which he is informed that the owners of the ship Errission are putting two oscillating engines into her, to be propelled by steam, and not by heated air.

If this proves a fact, the inference is, that the discovery announced with so much eclat has proved a failure, or is impracticable in its application to the propulsion of vessels at sea. Having seen no mention made in the papers for several months of the progress made in remedying the discovered defects in the Errission, we are the more inclined to credit the information communicated in the letter received here; and although the new principle may, for a time, be abandoned, the ship built to try the experiment will by no means be lost, but will come out a first rate steamer, as she undoubtedly is one of the finest and best built vessels of the present time. We should regret the disappointment that would be occasioned by the failure of Mr. Errission's new principle. But "try again," may yet succeed in rendering it practicable.

**Population of Kona District.**  
We are indebted to Mr. Marsh for the following statistics of the population of this district, from the official returns.

Natives,	10,186
Foreigners,	1,169
Total,	11,355

In 1850, the number was 14,464, showing a decrease of 3,129 in three years.

### Correspondence between Mr. Angell and Mr. Severance.

The correspondence given below bears, perhaps, upon a principle not as yet settled by precedents or act of Congress, and yet of sufficient importance to be definitely recognized by the American government.

The spontaneous and generous aid rendered by Capt. Gosman to the captain and crew of the wrecked ship Citizen, is deserving of the highest commendation, which it has everywhere received. But something more than thanks are due, where he supplied from his ship articles of clothing which he had to replace, for the success of his own cruise and voyage. For his attentions and care, as well as provisions for a large number of men for several months. Capt. Gosman asked no remuneration; but for clothing supplied them, which he was obliged to replace here, he asked and received, very justly, we think, compensation from the American Consul at this port, and we have no doubt the American government will ratify the act of the Consul, and reimburse him the amount paid. Justice as well as honor requires this and more especially, as Capt. G., though not an American, as promptly responded to the call made upon his humanity, as though the persons in distress had been his own countrymen.

U. S. Consulate, Honolulu, Nov. 5th, 1853.  
HON. L. SEVERANCE, U. S. Commissioner, &c.  
SIR—The American whaling ship CITIZEN of New Bedford, under the command of Thos. H. Norton, was driven on shore and wrecked on the Arctic coast sometime in the month of September 1852. The officers and crew, with the exception of five mariners, succeeded in reaching the land and were taken in charge by the natives, and supplied with food, shelter and clothes for a period of ten months when the survivors, consisting of thirty-one men, were discovered and rescued by the Bremen whaling ship "Joseph Hadyn," under the command of Capt. Gosman, who generously furnished them with the clothes, until he could distribute them among the American whalers in that ocean.

Fourteen of these shipwrecked men were retained on board the Joseph Hadyn, and brought to this Port last week.

The master of this vessel, Capt. Gosman now presents me with a bill of clothing furnished these men, which, in the aggregate, amounts to the sum of one hundred and sixty-four dollars.

I have submitted the bill to Capt. Norton, and to the men who had the clothing, and they acknowledge its correctness.

These seamen were quite destitute at the time of their rescue, and are still without any means of support, and on my hands. Before paying the bill on the account of the United States Government, however, I have deemed it proper to submit the matter to you for your opinion and advice.

In this same connection, may I ask you to call the attention of our government, to the propriety of sending to the natives of this desolate coast, who have been so generous and hospitable to our shipwrecked fellow countrymen, some token of acknowledgment, in the way of blankets or other useful articles, that they may be encouraged to similar acts of kindness, should the occasion for its exercise again unfortunately occur.

I have the honor to be Very Respectfully,  
Your obedient servant,  
B. F. ANGELL,  
U. S. Consul.

U. S. Commission, Honolulu, Nov. 12, 1853.  
SIR—Having had the honor of receiving yesterday at your hands, your note of Nov. 5th in relation to the seamen of the whaling ship Citizen of New Bedford, wrecked in the Arctic Seas, and rescued by the Bremen whaling ship Hadyn, upon which you had previously conferred with me verbally, I do not hesitate to repeat, in writing, what I then expressed orally, that Capt. Gosman ought to be paid liberally for rescuing, relieving, and kindly treating these unfortunate men; and the more liberally and promptly, that he is a foreigner. To do otherwise, would be equally impolitic and unjust, and derogatory to the American character; and though there may be no law under which you can pay him, I cannot for a moment doubt that the department will approve your doing so, and allow your account. As Capt. Gosman had a full complement of men, and did not need the services of the fourteen Americans, he is certainly very generous in feeding them for nearly four months, and charging only for the clothing furnished them.

I concur also in your suggestion that some return should be made to the natives who so kindly treated the shipwrecked men in this, as in other previous cases. Such hospitality, humble though it be, should not go unrequited or unnoticed. And it is the more gratifying in this respect, that while it exhibits fine traits of character in the people of these icy regions, it is presumptive proof also, that the American, and other navigators who have visited them, have not committed aggressions upon them, or treated them in an offensive manner. Very respectfully,  
I have the honor to be &c. &c.  
L. SEVERANCE.  
B. F. Angell, U. S. Consul at Honolulu.

**Supreme Court.—January Term.**  
The Court opened at 10 o'clock on Monday last, but immediately adjourned over to Thursday, both on account of its being election day, and the absence of Chief Justice Lee, who had not returned from Maui.

On Thursday the Court again adjourned over to Monday next, in consequence of the continued absence of the Chief Justice, who is still detained by the southerly storm at Lahaina.

Messrs. Gilman & Smith, of Lahaina, have furnished us with a Sydney paper of Nov. 4th, received by the Indianapolis at that port, for which we are greatly obliged. The single paper we have received contains no intelligence of special interest to our readers. Business is represented as good, and auction sales are "briskly maintained."

The Indianapolis was from New York, and we notice that she took the principal part of her original cargo to San Francisco, consisting of 300 half bbls. meal, 341 kegs nails, 2,376 kegs and 267 cases lard, 26 cases hats, 12 cases revolvers, 12 kegs shot, 120 bbls. whiskey. She took, to fill up, 60 tons coal for San Francisco.

The King's Chief Justice, the Hon. Wm. L. Lee, and lady, and the Minister of Public Instruction returned from Lahaina yesterday in the steamer Akamai.

The Hon. David L. Gregg, Commissioner of the U. S., and his family, also the Consul, Mr. Angell, and his family, were received by their Majesties the King and Queen, at the Palace, yesterday, at 11 o'clock A. M.

Their Royal Highnesses the Crown Prince, and the Princess Victoria, all the King's Ministers, the Chamberlain and several Chiefs were present.

Mrs. Penhallow has sent us a beautiful flower (Euphorbia Poinsettii) for which she owes our thanks. It is of Mexican origin, and is an additional evidence of the skill and success with which she cultivates exotics.

Correction.—For "communicate to the command of the King," in Mr. Wylie's reply to Mr. Severance, published in issue No. 34, of 31st Dec., read "communicate to you the commands of the King."

### The Steamer's passage from Lahaina.

MR. EDITOR:—As there seems some little interest manifested in the community relative to the late passage of the steamer "Akamai" from Lahaina, I will give you a few notes of it, that may be interesting to those who feel interested in the boat.

We left Lahaina on Thursday morning at 5 o'clock A. M., there was quite a swell running at the anchorage, but no wind, and we had a fine run over to the Northern point of Lanai. At 8 o'clock we opened out by that island and met a heavy sea running from the Southward. The wind commenced rising, and increased as it approached noon, about which time we passed the west end of Molokai the wind blowing a gale. In making the passage between Molokai and Oahu we had to encounter the heaviest sea and roughest wind, that I have ever seen in the channel. The boat however made very good weather of it, much better than I had anticipated, for although we were running in the trough of the sea, there was occasionally a spray of a topling sea came on board, but nothing to incommode us, she is so light that she rises to the sea and it passes under her.

It was about 5 P. M. when we passed Coco head, and the most anxiety attending our passage here commenced. The gale was at its height—and we found it would be impossible to make Honolulu by day light, as it was so very rough and the boat heavily loaded she could not be pushed very hard. We found that the fuel was getting short, and we began to fear that we should be as the natives say "pikikiai," which was not at all allayed by hearing the officers say she must make it out before night. We passed Diamond Hill off during the night. We passed Diamond Hill in hopes of finding some land mark to run in by, but a haze had settled over the land and we could not see the shore. The long line of breakers, was the only thing we could see save the angry waves around us. As the heavy squall of rain and wind passed us, the cloud of mist lighted up and we caught a glimpse of the Punch Bowl hill, and the dark mass of shipping, indistinctly seen through the darkness. At this time we felt the utmost anxiety for the safety of the boat, as there were no signs of the passage; when, as we were all anxiously looking for an opening through the roaring surf, we saw a narrow space where there did not appear breakers, her head was immediately turned towards it to attempt the passage, sink or swim.

There was scarce a word spoken as we swung into the heavy surf, when much to our relief we saw right ahead of us, as the breakers swept over it, the spar buoy. The pent up feelings of those gathered on the deck vented itself in a simultaneous cheer of gratitude for our deliverance. From the spar buoy the boat was headed to the other buoy, and we soon had the great pleasure and relief of seeing the breakers behind us, and of being in smooth water.

Too much praise cannot be awarded to the officers of the boat during the scene of trial and danger. The ever cheerful and confident manner of Capt. Ellis, confident in the ability of his boat to live as long as he could raise steam. The indefatigable exertions of Mr. Lighthall the Engineer to whom continued oversight and activity at the engine we owed not a little, and to the coolness and ability of Mr. George Beckly the pilot who brought us so safely in, we also felt under no small obligations. To one and all we would award the highest praise for the discharge of their duty, in such trying circumstances. The boat behaved nobly and inspired all on board with confidence in her powers as a good sailer. Hoping it will be well to do her luck to have so heavy a gale to contend with and that she will long live to brave the tempest and the gale, and reap a rich harvest to her owners, is the wish of one of not all of her passengers.

Yours,  
PASSENGER.

**Indigo.**  
We again revert to the subject of Indigo, as an article of commerce in extensive use, easy of transportation, and of considerable intrinsic value. Our remarks a few weeks ago, have called out a communication from a correspondent on the eastern side of Maui, where, he says, that part of the island is being overrun with indigo, which grows large and rapidly, and is used very generally for wool. It bids fair to starve out the cattle, as it has got such fair and extensive hold, that it cannot easily be destroyed.

As we before remarked, it would appear a reasonable deduction that where a plant grows so easily, extensively and thrifly as does the indigo all over the islands, its manufacture as an article of export could not be otherwise than a profitable undertaking, to one acquainted with the process. It cultivates itself without the least expense; in fact, it will grow, whether wanted or not. And such being the case, we should suppose advantage might be taken of the fact to make something out of it. Wet or dry seasons seem equally adapted to its growth; nor are we aware that it is subject to any blight, disease or other disastrous influence, to disappoint the man who depends upon it.

The following is the communication alluded to:—  
MR. EDITOR:—I was glad to see your article on Indigo, and am inclined to think the directions for its manufacture insufficient. I have therefore thought it might be of advantage to copy something more specific, for those who cannot obtain a copy of the "Rural Economy," by Boussingault.

"The crop, when sowed, is in holes somewhat more than 25 inches apart. The first cutting takes place when the plant is coming into flower, from 50 to 60 days generally intervening between the sowing and this cutting. The second cutting is performed from 45 to 50 days after the first; and in this way, several successive crops are obtained, until it is seen that the plant begins to degenerate. In good soils, the indigo will last for two years.

The harvest is immediately transported to tanks or large rectangular reservoirs, built of masonry, and disposed on different levels, the superior or steeper tank being much larger than the two others. In the valley of Aragua there are some which are upwards of 20 feet long, by 15 feet wide, and 20 inches in depth.

The second, or mashing tank, is narrower and deeper than the former. The third, or depositing tank, receives the liquor from the mashing tank, and in it the indigo subsides. In some manufactories the deposition takes place in the second.

The leaves are thrown into the steeper, covered with water, and kept down by planks loaded with stones. Fermentation soon begins, and is allowed to continue about 18 hours, and in the management of this first operation lies much of the art of the indigo maker. By continuing it too long, some portion of the coloring matter is destroyed; by stopping it prematurely, a quantity of indigo is left on the leaves. The fermentation judged to be sufficiently advanced, the liquor is run off into the battery, and vigorously stirred, until the grain is deposited.

The fluid is then either let into the subside, or left in the battery, and the deposition is complete at the end of about 20 hours; the supernatant fluid is drawn off, and the indigo paste is scooped out and placed upon cloths to drain. When sufficiently firm, it is divided into lumps, and these are set in the shade to dry.

In the valley of Aragua, it is estimated that with a good soil and careful management, the yield will be at the rate of about 1124 lbs. per English acre.

In the above extract nothing is said of the use of lime. Further on, the author, in detailing the process employed on the coast of Comandante, mentions lime, and says, that "in the Indian method all is accomplished without fermentation. This indigo is little esteemed in commerce, it is heavy, of a pale blue, without much of the coppery aspect, rough on the broken surface, and presents here and there white points and vegetable debris."

From the above it appears that the yield is over a hundred pounds to the acre. From our latest price current, indigo in Boston is quoted as follows:—Bengal, \$1 20 to \$1 40 per lb; Madras, 95 to 95 cts; Manila, 45 to 95; Caracass, \$1 to \$1 10; Guatemala, 95 to \$1 10. The duty into the United States is 10 per cent, ad valorem.

If a quality to compare with that produced in Bengal, and the quantity specified above as the product

of an acre, could be produced here, we regard the experiment as well worth the trying; and more especially as it requires but three months from the sowing of the seed to mature the crop and have the product ready for exporting. Who knows but Hawaiian indigo may yet find a place in the Boston and other foreign prices current, among those enumerated above. Certainly no country is better adapted to its growth.

### For the Polynesian.

MR. EDITOR:—It has become quite common upon the sea, for passengers to pass resolutions upon the politeness and urbanity of the captain of the ship in which they have sailed,—always couched in the most flattering language. I am glad to know that captains treat their passengers well, but it is to be supposed that they would not do otherwise towards their passengers, and of course thanks from such are not a criterion of the captain's character.

But could we see a vote of thanks coming from the fore-castle, we should be induced to believe that the captain was *always* what he ought to be, as well as in the cabin; and Jack's word would be, in our minds, when he praises his captain, a more certain evidence of the skipper's politeness and good behavior, than of those before whom he is constrained to appear polite. As instances of this kind are wanting on the "big waters," I give you one on the "raging canal," which may not have been heard of elsewhere.

**MERITED COMPLIMENT—CANE PRESENTATION.**  
On Friday week, the crew and cook of the Ohio canal boat Polyanthus presented their captain with a cane. The following is the correspondence:

WA LOE, OTO KANAI, }  
KLEVALAN, JAN. 1, 1853. }  
HON. CAPT. SMITH, Esq.,—The undersigned in behalf of the Kru and Cuk of the boat Polyanthus, present you with a basswood cane, raised upon the Peninsula, that spot made classic ground by being the home of James Brown, Esq., author of the "coiner's" ade notes by the weight, altered bills, and other works of general issue and circulations. After being cut, the stick was taken to Tinkers' Crick, and peeled, and then to Jonny Kairklok, where it was beautifully mounted, and a horse and topline laid on the top of it. Such is the simplest yet affecting history of the weapon which is presented to you as a relik of a fellowman which will follow you wherever the arduous duties of a sailor's life may call you.

For Cru and Kule,  
His  
Bob x Jones,  
mark.

CLEVELAND, April 4th, 1853.  
With a heart boiling over with burning emotions I accept your beautiful cane. It deluges my soul with a flood of darling recollections of the time when working, living and loving together, in the inspired language of the Poet,

"We shared each other's glances,  
And swept each other's tears."

When transporting the "black diamonds" from the howling wilderness and dark caverns of the interior of the metropolis of the Lakes, how, amid the darkness and dangers which, at the "witching hour of night," surround the canal navigation, have I looked to you for support. How often have you, Bob, without chart or compass to guide, steered our gallant craft through the thickening gloom which boded tempest and disaster, while I—and I say it without vanity, stood at the bow, prepared to "snub her." And how, when within the walls of the lock, where grim stones frowned upon us like the crumbling remains of some deserted ruin, the relic of Roman or Grecian pride and grandeur—how often at that fearful hour, when the "rush of many waters" was pouring through the gates, threatening to overwhelm us, has our gentle yet lion-hearted cook, Polly, prepared for our solace and refreshment, a pot full of the fragrant extract of the berry of Rio, or a tumbler of Smith's extract of Rye.

Pardon my emotion, for the "old time comes o'er me now," and forbids me to say more than that I am, whether in command or retirement,

Yours,  
JOHN SMITH,  
To Bob Jones, Committee, &c.

**"Vituperator."**  
MR. EDITOR:—A writer in the New Era and Argus over the above signature has gotten up quite a little tempest in a tea pot, because but three columns were devoted to the census blanks to denominations of religion, and accused Mr. Armstrong of bigotry, in translating the word Protestant, by *Hoole Pape*.

Vituperator is evidently no bigot himself, at least in his own estimation; but a man may be as bigoted an infidel or atheist as Catholic or Protestant, and by the spirit of his vituperation his readers can readily judge in which category he may be classed.

In regard to the blanks, however, I am informed that the columns for religion were inserted at the suggestion of His Excellency, Mr. Wylie, purely for statistical purposes, and as is customary in all christian countries. And I cannot perceive what real objections vituperator can urge to them until some *bad* use has been made of them. But he is evidently of the opinion that the census is not so much to correct a mistake, or remedy an evil, as to vituperate. He, at least, can *hoole* to being "shoveled up with Philistines," with satisfaction, doubtless, to both parties. **HOOLE.**

**Church and State.**  
"The church and the state are essentially distinct. They both receive their task from God, but that task is different in each. The task of the church is to lead men to God; the task of the state is to secure the earthly development of a people in conformity with its peculiar character. There are certain bounds traced by the particular spirit of each nation within which the state should confine itself; while the church, whose limits are co-extensive with the human race, has a universal character which raises it above all national differences. These two distinctive features should be maintained. A state which aims at universalism loses itself; a church whose mind and aim are sectarian falls away. Nevertheless, the church and the state, the two poles of social life, while they are in many respects opposed to each other, are far from excluding each other absolutely. The church has need of justice, order, and liberty, which the state is bound to maintain; but the state has, especially need of the church. If Jesus can do without kings to establish his kingdom, kings cannot do without Jesus, if they would have their kingdoms prosper. Justice, which is the fundamental principle of the state, is continually fettered in its progress by the internal power of sin; and as force can do nothing against this power, the state requires the gospel in order to overcome it. That country will always be the most prosperous where the church is most evangelical."

DR. MERLE D'ABIGNIE.

**Routes to the Pacific.**  
Three inter-oceanic routes—the Nicaragua, Panama and Mexican—have already been opened on the line between the Atlantic States and California; a fourth by way of Tehuantepec, in the hands of Col. Sloc, and the contract for constructing the road has been closed with a leading house in England. Capt. Levy claims to have a grant to open a fifth, across Mexico, about midway between the Tehuantepec and Panama routes. The Darien Ship Canal Company, composed of a number of heavy capitalists in England, has been organized, and has dispatched a corps of engineers to locate a sixth, across the isthmus of Darien. And now we perceive, in addition to all these, that Mr. E. G. Squier, formerly American charge to Central America, has obtained from the Republic of Honduras a very favorable grant for the construction of a route